

AGENDA

Regional Workshop on Performance-Based Planning and Programming

March 29, 2012

*Georgia Department of Transportation
Atlanta, Georgia*



Sponsored by:

Federal Highway Administration

Federal Transit Administration

American Association of State Highway and Transportation Officials

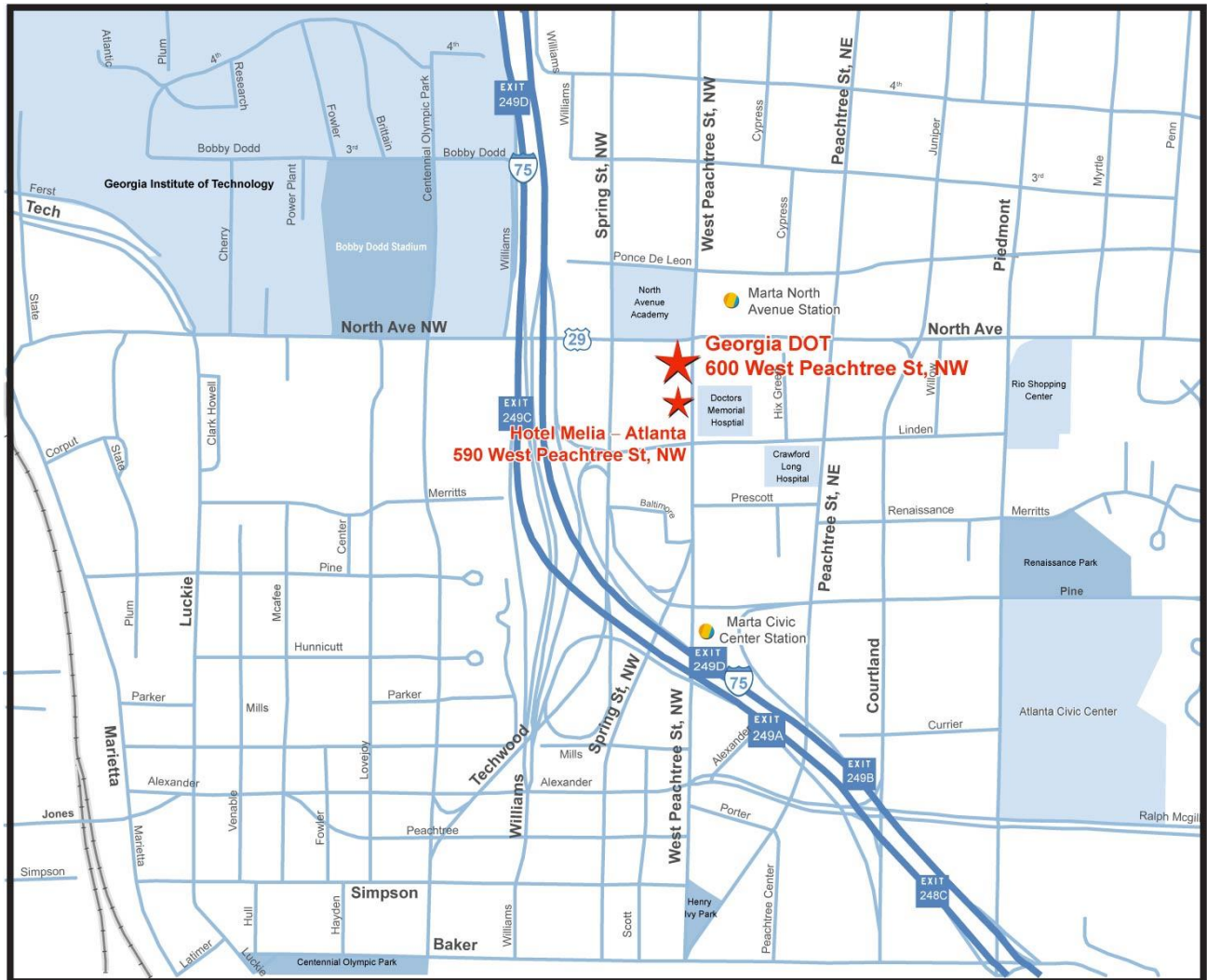
American Public Transit Association

Association of Metropolitan Planning Organizations

National Association Regional Councils

National Association of Development Organizations

Workshop Locations



Georgia Department of Transportation
600 West Peachtree St, NW

Hotel Melia - Atlanta
590 West Peachtree St, NW

Use MARTA to get to the workshop

Take the Red or Yellow lines from the airport to the North Avenue Station. Both the DOT and the hotel are a short walk from the station.



Guiding Principles

In September 2010, a large group of staff and executives from state departments of transportation (DOT), metropolitan planning organizations (MPO), regional planning organizations (RPO), and transit agencies gathered in Dallas, TX to discuss performance-based planning. That effort, with over 140 participants, was a first of its kind effort to bring together transportation agencies of all different types and sizes to tackle the important question of performance-based planning. More recently, a similar group gathered in Chicago, IL in September 2011 to advance the action items identified in Dallas and to discuss a potential framework for implementing performance-based planning and programming within statewide and metropolitan transportation planning.

This workshop will be an initial pilot of a set of regional workshops that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – in partnership with the American Association of State Highway and Transportation Officials (AASHTO), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), the American Public Transit Association (APTA) and the National Association of Development Organizations (NADO) – are planning to host to further discuss how to implement performance-based planning and programming.

Agencies at all levels of government have come to appreciate that performance management and performance-based planning and programming represent best practice for the transportation community, by providing high quality information to support decision makers and to improve the accountability of investments. In all past events, participants have recognized the challenges of implementing a consistent process across a range of agency types, sizes, and responsibilities.

This workshop will provide a peer-to-peer and hands on discussion of the challenges and opportunities for implementing performance-based planning and programming within their own agencies. It has been built around the real challenges that state DOTs, MPOs, RPOs and transit agencies are facing within their own agencies. Several agencies will present their challenges and the group will work to help identify creative approaches to solving these problems. The workshop will also provide an opportunity for participants to review and comment on a framework for performance-based planning and programming. The goal is to establish a framework that has broad applicability and support within the transportation community.

Conference Outcomes/Products

The expected outcomes for this workshop include:

- Increased awareness of the concepts of performance-based planning and programming;
- Continued progress towards a framework for performance-based planning and programming process that fits within the context of statewide and metropolitan planning
- Action items for advancing performance-based planning and programming within statewide and metropolitan transportation planning.



Thursday, March 29, 2012

8:00 a.m. to 8:30 a.m.

Workshop Registration

Please check-in to pick up name tag and breakout session instructions.

8:30 a.m. to 9:00 a.m.

Workshop Goals and Objectives: *Lance Neumann*, Cambridge Systematics

Workshop objectives, review of previous work

9:00 a.m. to 9:45 a.m.

Panel of Peers

Approaches and challenges for performance-based planning and programming – experiences from the Southeastern U.S. Three agencies will describe their experiences in implementing performance-based planning and programming. Key topics will include considering trade-offs among investment or program categories and linking planning and programming.

Panel

Rob Goodwin, Georgia Regional Transportation Authority

Jane Hayse, Atlanta Regional Commission

John Crocker, Metropolitan Atlanta Rapid Transit Authority

9:45 a.m. to 10:00 a.m.

How Can Performance-based Planning and Programming Support Decision Making? *Hugh Louch*, Cambridge Systematics

10:00 a.m. to 10:15 a.m.

Break

10:15 a.m. to 12:00 p.m.

Facilitated Group Discussion, *Deb Miller, Hugh Louch, Lance Neumann*, Cambridge Systematics.

This group discussion session will build on the specific approaches and challenges presented by the panelists. The entire group will be asked to discuss how they conduct planning and programming, their attempts to use a performance-based approach, the challenges and unique situations they have faced, and their thoughts about how to overcome those challenges.

12:00 p.m. to 1:00 p.m.

Lunch (Individual Responsibility)



1:00 p.m. to 1:30 p.m.**Key Themes from the Morning**, *Deb Miller*, Cambridge Systematics

This session will summarize the key themes and issues heard during the morning discussion. The purpose of the session will be to provide a set of key questions for discussion in the breakout session.

1:30 p.m. to 3:15 p.m.**Breakout Session**

Participants will be assigned to a breakout group to discuss the issues identified during the group discussion in the morning. A facilitator will present each breakout group with:

- Examples of current practice in the Southeastern U.S. and nationally that may be applicable, with a focus on how these could be applied for other agencies
- Challenges identified from the morning session, with a focus on how to address these challenges
- Key action items needed to advance performance-based planning and programming

3:15 p.m. to 3:30 p.m.**Break****3:45 p.m. to 4:30 p.m.****Report from Breakouts**

Breakout groups will summarize their findings on best practice examples, key challenges, and action items.

Group Q & A on overall lessons learned.

4:30 p.m. to 5:00 p.m.**Workshop Wrap up**

FHWA/FTA summary

Action items and next steps from the workshop

Lessons for future regional workshops

Q & A



Thursday, March 29, 2012

Elements	Description	Examples
Strategic Direction (<i>Where do we want to go?</i>)		
Goals and objectives	Goals and objectives that capture an agency's strategic direction.	Infrastructure condition, safety, mobility, reliability, and other goals established by an agency.
Performance measure	Agreed on measures for goals and objectives.	Percent of bridges in good condition, travel time index, and other measures linked to agency goals.
Long-Range Planning (<i>How are we going to get there?</i>)		
Identify targets and trends	Establish aspirational targets or preferred trends based on an understanding of a desirable future for each goal area and measure.	Desired conditions of pavement, bridge, and transit assets. Desired future corridor travel times or reliability levels. Desired future crash, injury, and fatality reductions.
Identify Strategies	Strategies, policies, and investments that address transportation system needs within the identified goal areas.	Resurfacing, rehabilitation, replacement and reconstruction to support infrastructure condition. Signal timing, vehicle maintenance, service patrols, additional capacity, (transit or highway), tolling, and other strategies/investments to improve mobility or reliability. Seat belt or drunk driving enforcement, graduated drivers licenses, rumble strips, training, median barriers, and other investments to improve safety.
Strategy Evaluation	Evaluate strategies and define program-level system performance expectations, may be qualitative.	Examine impact of varying levels of investment on pavement and, bridge preservation and transit assets. Examine impact of packages of operations, capacity and other highway or transit investments on corridor travel time and/or reliability. Examine potential for reduction in crashes, injuries, and fatalities from a package of safety investments.
Programming (<i>What will it take?</i>)		
Investment plan	Identify the amount and mix of funding needed to achieve performance goals within individual program areas.	Investment plan for pavement, bridge, transit asset, operations, expansion, safety, and other projects consistent with strategy evaluation, including specific projects and high-level summary of expected investment levels.
Resource constrained targets and trends	Established quantitative or qualitative targets or desired trends for each goal/measure.	Expected future conditions of pavement and, bridge conditions, and transit assets. Expected future corridor travel times or reliability improvements given a package of investments. Expected range of crash, injury, and fatality reduction from a package of safety investments.
Program of projects	Identify specific transportation projects in an agency capital plan or S/TIP consistent with system performance expectations established in strategy evaluation.	S/TIP with specific projects identified in major program areas (pavement, bridge, transit assets, capital, operations, safety, etc.).
Implementation and Evaluation (<i>How did we do?</i>)		
Reporting and monitoring	Monitor progress on goals relative to targets and resource allocation efforts.	Report on pavement, bridge, transit assets, reliability, safety, and other metrics presented to stakeholders, public and decision-makers.
Evaluation	Identify improvements in analytics, process, etc. to improve the planning process. Evaluating the mix of projects.	Examine actual conditions relative to expected conditions for assets, reliability, safety, and other areas. Identify where tools produced inaccurate estimates or investments and policies were more or less successful than planned.



Performance-Based Planning and Programming Process

